

**M. Gains**  
COURT MILLINER,  
WILL OPEN HER  
NEW BRANCH PREMISES  
No. 12, ROBINSON RD.,  
KOWLOON,  
On December 1st next.  
Millinery, Hats & Blouses.

No. 13,935

號六月二十一年七百九十一英

# The China Mail

ESTABLISHED 1843

**M. Gains**  
COURT MILLINER,  
HOTEL MANSIONS.  
FROM December 1st next,  
an entirely New Stock  
of Millinery, Hats, Toques  
and Novelties. Inspection  
invited.

PRICE, \$3.00 Per Month.

Intimations.

**THORNE'S**  
OLD VAT  
PER  
CASE  
\$14.

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENOCK AND HAS BEEN SOLD AS NO. 1 SINCE 1831.

**SCOTCH WHISKY.**  
SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & CO., LTD.  
Hongkong, May 1, 1907.

**BOXING:**  
THEATRE ROYAL, CITY HALL,  
SATURDAY, 7th DECEMBER, 1907.  
PRINCIPAL ATTRACTION.  
J. ROBERTS v. BILLY BELLEW  
90 ROUNDS.  
3 PRELIMINARIES 3  
PERRINS v. WILKS 10 Rounds.  
MARRIOTT v. GRIPPIE 8 Rounds.  
COYNE v. FORT 6 Rounds.  
PLAN at MOUTRIES,  
ADMISSION, \$2 & \$3. Reserved Seats, \$5.  
Special Raffle Reserve, \$10.  
GALLERY reserved for Soldiers & Sailors, \$1.  
Hongkong, November 29, 1907.

**BAZAAR**  
IN aid of the  
POOR CHINESE ORPHANS  
OF THE  
ASILE DE LA SAINTE INFANCE,  
UNDER the distinguished patronage of  
Their Excellencies SIR FREDERICK  
LUGARD, K.C.M.G., C.B., D.S.O., AND LADY  
LUGARD.  
In CITY HALL, on WEDNESDAY, the  
11th inst., at 2 o'clock in the afternoon.  
Hongkong, December 4, 1907.

**WANTED.**  
A ROOM, Furnished or Unfurnished,  
about the middle of December,  
apply, giving terms and particulars, to  
"ROOM."  
Care of "CHINA MAIL" Office.  
Hongkong, November 27, 1907.

**WANTED.**  
ENERGETIC EUROPEAN CANVAS  
SER. Good prospects for a pushing  
man. Apply, by letter, to  
T. H. W.,  
Care of "CHINA MAIL" Office.  
Hongkong, November 14, 1907.

**NOTICE.**

THE HONGKONG MILLING COMPANY LIMITED have REMOVED  
their Offices to KING'S BUILDINGS  
4th FLOOR.  
Hongkong, December 2, 1907.

**MESSAGERIES MARITIMES.**  
HONGKONG AGENCY.

FROM this date this AGENCY will be  
conducted by M. J. MILLET,  
G. de CHAMPEAUX.  
Hongkong, December 2, 1907.

**NOTICE.**

WE have this day established ourselves  
under the name and style of H.  
CRUZ & CO., General Import and Export  
Merchants and Commission and Shipping  
Agents, at Nos. 15, 16 and 17, CONNAUGHT  
RD.

H. CRUZ & CO.  
Hongkong, September 16, 1907.

**INTERNATIONAL SLEEPING  
CAR & EXPRESS TRAINS  
COMPANY.**  
(THE GREAT TRANS-SIBERIAN  
ROUTE TO EUROPE).

HAVING been appointed AGENTS for  
the above Company, we shall be  
pleased to give any information as to rates  
of passage, etc., in connection with above.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, August 7, 1907.

**WHAT IS WHISKY?**

If you knew what a sensation  
the above question has  
raised in London, and the whole  
of the United Kingdom, you  
would be only too pleased to buy  
MACLEAY DUFF'S Imperial  
and Special Liqueur WHIS-  
KIES.

THE BEST IN QUALITY AND  
CHEAPEST IN PRICE.

**PATELL & CO.,**  
SOLE AGENTS,  
CANTON, CHINA.

號六月二十一年七百九十一英

HONGKONG, FRIDAY, DECEMBER 6, 1907.

日二初月一十年未丁

Business Notices.

**FOR SALE**  
ROCK BORING DRILL, 500 ft.

**W. S. Bailey & Co.,**  
ENGINEERS.  
20, CONNAUGHT ROAD CENTRAL

**HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**  
S.S. HONAM 2303 tons, POWAN 2138 tons, FATSHAN 2260 tons,  
KINSHAN 1925 tons, BEUNSHAN 1994 tons.  
Commencing from SATURDAY, 7th December, the following will be the order of running  
the Canton Steamer until further notice.  
Departure from HONGKONG to CANTON daily at 8 a.m. (Sunday Excepted), 10 and  
11 p.m. (Sunday Excepted).

On Sunday, 11 a.m., 2 day Steamers leaving Hongkong at 8 & 9 a.m.  
On Sunday and Tuesday, 2 night " " " " at 11 p.m.  
On Monday, " " " " " " " " at 10 & 11 p.m.  
On Wednesday, " " " " " " " " at 10 p.m.  
On Thursday, " " " " " " " " at 10 p.m.  
On Friday, " " " " " " " " at 10 p.m.

Departure from CANTON to HONGKONG daily at 8 a.m., 3 p.m. and 5 p.m. (Sunday  
excepted).

S.S. KINSHAN will use the Wharf near the Central Market, other steamers will  
use the Company's Wharf.

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,  
Tuesday and Saturday, 10 a.m., from Queen Street Wharf, West, returning from Canton every Tuesday,  
Thursday and Saturday, 10 a.m.

These Steamers carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

All payments must be made in Cash. Chits cannot be accepted.

**SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT  
COMPANY, LIMITED**

**Hongkong-Macao Line.**

S.S. SUI-AN 1,651 tons, Captain W. A. Valentine  
S.S. SUT-TAI 1,651 tons, Captain G. F. Morrison

Departure from Hongkong to Macao on week days at 8 A.M. from Douglas Wharf and  
at 2 P.M. from the Company's Wharf. On Sundays Special Cheap Excursions,  
leaving Hongkong at 9 A.M. from Douglas Wharf and from Macao at 5 P.M.  
The Company also runs a Steamer from Macao on Sunday Morning at 7.30 A.M. and  
from Hongkong at 1 P.M. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

**JOINT SERVICE OF THE H.K.C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION  
COMPANY LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.**

**Canton-Wuchow Line.**

S.S. SALIN 588 tons, Captain S. Bell Smith.  
S.S. NANNING 669 tons, Captain A. McKinney.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m.

Round trip takes about five days. These vessels have Superior Cabin  
Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

**HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.**

HOTEL MANSION, (First Floor) opp. to the Hongkong Hotel,  
Or of BUTTERFIELD AND SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

**\$1 each**

**\$1 each.**

**THE FAMOUS 'MAB' RAZORS.**  
FOR ONE MONTH ONLY. In order that every shaver may possess one of the  
famous MAB Razors, and appreciate the luxury of shaving with a perfect instrument,  
we have decided to sell ALL SIZES at the exceptional price of \$1 each. FOR  
ONE MONTH ONLY. To be obtained from YEE SANG FAT,  
34, Queen's Road Central, (Opposite General Post Office.)  
Hongkong, December 3, 1907.

1917

**TIFFIN**

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

**CONNAUGHT HOTEL**

MONTHLY RATES.

Hongkong, September 2, 1907.

1411

**WEST RIVER TRIPS FROM  
HONGKONG.**

Round Trip 6 Days.

Comfortable Steamers—Delightful Climate.

THE most interesting and picturesque

scenery in South China.

For further information, apply to

BUTTERFIELD & SWIRE,  
Agents, West River British S.S. Cos.

Hongkong, October 25, 1907.

1708

POSTPONEMENT OF MEETING.

THE ANNUAL GENERAL MEETING

of the above Society which was con-

vened for this Afternoon has been post-

poned, and will be held at the Office of the

Undersigned, 18, Bank Buildings, on

MONDAY, the 9th December, 1907, at

5.15 P.M.

H. E. POLLOCK,  
Hon. Secretary.

Hongkong, December 2, 1907.

1914

**SUTTON'S SEEDS.**

(BY APPOINTMENT).

ORDERS taken, and Catalogues may be

seen at

**CHINA EXPRESS CO.,**

3, DUDDELL STREET.

Hongkong, July 1, 1907.

1049

**HONGKONG ODD VOLUMES  
SOCIETY.**

POSTPONEMENT OF MEETING.

THE ANNUAL GENERAL MEETING

of the above Society which was con-

vened for this Afternoon has been post-

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MONDAY, the 9th December, 1907, at

5.15 P.M.

H. E. POLLOCK,  
Hon. Secretary.

Hongkong, December 2, 1907.

1914

**Photographic Goods of Every  
Description in Stock.**

DEVELOPING AND PRINTING UNDERTAKEN.

Hongkong, August 1, 1907.

1259

Business Notices.

**FOR SALE**

ROCK BORING DRILL, 500 ft.

**W. S. Bailey & Co.,**

ENGINEERS.

20, CONNAUGHT ROAD CENTRAL

Business Notices.

**THE PERFECT LUBRICANT.**

**Fleming's Patent Solidified Oil.**

**SAVES TIME AND MONEY.**

Used throughout the World on nearly all the Steamers of the First-class Lines, to

the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.

ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.

DOES NOT MELT (OR RUN) UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,

CAROLINE PARK, EDINBURGH.

Sole Local Agents...

BRADLEY & CO., 4, Queen's Building, HONG KONG.

**LANE, CRAWFORD & CO.**

**USEFUL PRESENTS.**

LADIES' AND GENTLEMEN'S

**FITTED TRAVELLING CASES.**

**RUGS and DRESSING GOWNS.**

&lt;p



## To Let.

## To Let.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.  
15, Queen's Road Central, Top Floor (over Cushing, Macgregor & Co.)

DELLIES TERRACE HOUSES, Kowloon Road.

GLENWOOD, CAINE ROAD, suitable for a Boarding House or Club, contains 26 Rooms.

No. 6, DES VŒUX VILLAS (Peak).

No. 9, BEACONSFIELD ARCADE.

OFFICES IN QUEEN'S ROAD CENTRAL.

No. 55, ELGIN STREET (Corner House).

BISHOP'S LODGE SOUTH (Peak),

partly furnished, immediate possession.

No. 1, MOUNTAIN VIEW (Peak),

FURNISHED—For 4 or 5 months from 1st December, 1907.

OFFICES on the Third Floor of HOTEL MANSIONS, 3 Rooms corner, over Messrs Kruze & Co., fine position, CHAMPTON.

No. 1, ALBANY.

No. 57, PRAYA GRANDE, MACAO.

No. 2, COLLEGE GARDENS—Contains 8 Rooms, newly painted repaired and colourwashed. Possession from 1st January, 1908.

Apply to LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, April 12, 1907.

1871

## To Let.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZYLAND STREET.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to LEIGH & ORANGE,

1, Des Vœux Road.

Hongkong, October 8, 1907.

25

## To Let.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in CLIFTON GARDENS, CONDUIT ROAD.

OFFICES in YORK BUILDING,

GODOWNS in PRAYA EAST, Blue Buildings, and No. 16, Des Vœux Road next to the Hongkong Hotel.

FLAT'S in MORTON TERRACE.

OFFICES on Top Floor No. 2, Conduit Road, facing the Cricket Ground.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, December 1, 1907.

24

## To Let.

CROWSNEST, BARKER ROAD: Unfurnished or Partly Furnished.

Apply to C. L. GORHAM,

3, Peiders Street,

Hongkong, December 2, 1907.

1812

## To Let.

FROM the 1st of January, 1908, 2 LARGE ROOMS, with Bath-room, Pantry and Kitchen attached.

Apply to M. GAINS,

Hotel Mansions.

Hongkong, December 2, 1907.

1908

## To Let—Furnished.

NO. 1, SALISBURY AVENUE, Kowloon; from 1st November, A.C.

GEO. P. LAMMERT.

Hongkong, September 25, 1907.

1547

## To Let.

70,000 SQUARE FEET of LAND

with 200 foot frontage to Kowloon Bay. Moderate Rental.

Apply to MESSRS FARRELL & LYSAUGHT,

Hongkong, August 23, 1907.

1369

## To Let.

FROM 1ST DECEMBER, OR LATER

NO. 5, WOODLANDS TERRACE,

CAYLEB ROAD, 8 Rooms. Fine view of the Harbour.

Apply to P. M. N. DA SILVA,

etc. Messrs Gurdie & Co.

Hongkong, October 30, 1907.

1742

## To Let.

IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96, 97 and 101,

PRAYA EAST.

Apply to CHATER & MODY,

Victoria Buildings.

Hongkong, June 19, 1907.

135

## To Let.

FROM OCTOBER 1.

NO. 1, ANTRIM VILLAS, Des Vœux Road, Kowloon.

Apply to MESSRS FARRELL & LYSAUGHT,

Hongkong, September 9, 1907.

1462

## To Let.

NO. 5, MORRISON HILL,

One Four-Roomed House, at PRAYA EAST, near East Point.

Apply to JARDINE, MATHESON & CO., LTD.

Hongkong, September 27, 1907.

1556

## To Let.

HOUSES in LYMEWOOD VILLAS, KOWLOON, and 'QUELUZ', No. 14,

MACKENZIE ROAD, Hongkong, A Five-Roomed House, furnished or unfurnished.

Apply to CALDER,

Care of 'CHINA MAIL' OFFICE,

Hongkong, September 21, 1907.

1521

## To Let.

STILLINGFLEET PEAK ROAD,

8-Roomed House with fine view of the Harbour. Moderate Rent.

HARPERVILLE, CABIN ROAD, 6 Rooms. Electric Light and Tennis Court.

Apply to PEROY SMITH & SETH,

Hongkong, November 26, 1907.

187

## To Let.

## To Let.

OFFICES in ALEXANDRA BUILDINGS. Apply to SECRETARY, A. S. WATSON & CO., LTD.

Hongkong, April 22, 1907.

730

## To Let.

NEW and COMMODIOUS SHOP in Des Vœux Road Central, moderate rental.

FLATS in Des Vœux Road Central.

No. 14, SALISBURY AVENUE,

Kowloon.

No. 2, GRANVILLE AVENUE,

Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to H. M. WATSON,

Hongkong, August 13, 1907.

1321

## To Let.

A HOUSE in ENTRYSFORD TERRACE, Kowloon.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, December 1, 1907.

10

## To Let.

PARTLY FURNISHED, 10, QUEEN'S GARDENS.

For remainder of lease from 1st April, 1908.

Apply to A. W. BREWIN,

Reg. Office.

Hongkong, December 3, 1907.

1915

## To Let.

IMMEDIATE POSSESSION.

GODOWNS Nos. 94, 98, 99 and 99A,

PRAYA EAST.

Apply to SECRETARY,

THE HONGKONG, CASTLE & MACAO S.R. CO., LTD.

Hotel Mansions.

Hongkong July 23, 1907.

1200

## Dentist.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved

Appliances.

51, QUEEN'S ROAD CENTRAL.

1979

## To Let.

SIE NT TING Surgeon Dentist,

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE

Constitution Free.

26

## How to Do More Business.

MANY AMERICANS have built up

great commercial enterprises, by the use of Trade-news items supplied by our CLIPPING BUREAU: Chinese merchants can do the same if they follow American methods.

We clip business news from more than

50,000 papers monthly, and send these items to you while there is good prospect of supplying what is needed and doing business.

We can send you news and clippings on any line of business, or any subject, and you will be able to know, IN TRUTH, just what American business methods are like, and where there are openings for Chinese merchants.

Suppose, for instance, you are a maker of Pottery: our Clipping Bureau might find in some paper an item saying that a big wholesale Pottery concern was being organized in a certain town—where, of course, would send you that business-news item, and give you a chance to do business with that firm.

We can do just the same in any line of business, for there is always something going on that it might pay Chinese merchants to know.

We supply you with advertisements of all the great American merchants and manufacturers that you may assimilate their ideas and increase your business in China the way we do here.

For particular details, apply to

THE AUCTIONEERS; or to

DENNYS & BOWLEY,

Solicitors to the Vendors,

Hongkong, November 21, 1907.

1851

## Auctions.

## GEO. P. LAMMERT

## AUCTIONEER.

## PUBLIC AUCTION.

POWELL'S

S. MOUTRIE &amp; CO.,

LIMITED.

NEW SEASON'S MODELS

JUST ARRIVED.

BABY GRANDS

and

COTTAGE PIANOS

BY

BLUTHNER, RUD, IBACH  
RACHELS, PLEYEL,  
CHAPPELL, HOPKINSON,  
and ROSENKRANZ, &c.

Inspection Invited.

SOLE AGENTS :

S. Moutrie &amp; Co., Ltd.

YORK BUILDING,  
CHATER ROAD.

Hongkong, April 16, 1907.

Special Show

OF

VIYELLA

BLOUSES

\$5.50, \$6.50,

\$7.50 each.

Dainty  
Colourings  
Newest  
Stripes  
and ChecksPOWELL'S  
HONGKONG.

Hotels.

CLARENCE HOUSE,  
33, 34 & 35, NORTH SOOCHOW ROAD,  
SHANGHAI.  
FIRST-CLASS BOARDING HOUSE.  
Room for one per day, \$5.00.  
Room for two per day, \$8.00.  
Monthly Rates. Single, \$100 & \$110.  
Two in a Room, \$60 extra.  
Hongkong, November 2, 1907. 1754BELLE VIEW HOTEL  
(LATE METROPOLIS HOTEL),  
SHAUKWAN ROAD.A Pleasant Drive along the Sea Front,  
either by Tram or Ricksha.  
BEST OF WINES, BOWLING,  
BILLIARD, &c.  
FIRST-CLASS ACCOMMODATION  
AT MODERATE RATES.  
Under European Management.  
A FIRST-CLASS STRING BAND  
will be in attendance  
EVERY SUNDAY EVENING,  
AT 4 O'CLOCK.  
TELEPHONE NO. 333.  
Hongkong, September 6, 1907. 1018VICTORIA HOTEL,  
TELEGRAMS, VICTORIA, SHAMSEEN.  
SHAMSEEN, CANTON,  
ON THE BRITISH CONCESSION.  
H. HAYNES, Manager.  
MACAO HOTEL.  
TELEGRAMS, FARMER, MACAO.  
MACAO, CHINA.  
In the Centre of Praia Grand.  
BOTH Hotels Electrically Lighted and  
under European Management.  
Every Comfort and Convenience for  
Residents and Tourists.  
W. FARMER, Proprietor.  
Capt. T. AUSTIN, Manager.NORTH BRITISH AND MERCHANTILE  
INSURANCE COMPANY.  
TOTAL FUNDS AT 31st DECEMBER, 1906,  
£17,837,119.  
Authorized Capital £3,000,000  
Paid-up Capital £2,750,000  
II—Fire Funds ..... 2837,600 0 0  
III—Life & Annuity Funds 13,792,693 8 0  
£17,837,119 8 1  
Revenue Fire Branches, 2,061,044 19 8  
Life & Annuity Branches, 1,713,908 19 10  
£3,774,863 19 6  
The Accumulated Funds of the Fire and  
Life Departments are free from liability  
in respect of each other.  
SHEWAN, TOME'S & CO.,  
Agents.

NEW SEASON'S

CONFECTIONERY

IMPORTED FROM THE

LEADING

LONDON

and

PARISIAN

HOUSES.

A FINE ASSORTMENT

AT

Very Reasonable

Prices.

INSPECTION INVITED

A. S. WATSON &amp; CO.,

LIMITED,

ALEXANDRA

BUILDINGS.

Hongkong, November 20, 1907.

## MEMOS FOR TO-MORROW.

9.30 a.m.—Military Gun Practice.  
Boxing at City Hall.

## Auctions.

2.30 p.m.—Auction of Household Furniture, &amp;c., at Mr. Geo. P. Lamont's Sales Rooms.

2.30 p.m.—Auction of Japanese Curios, &amp;c., at Messrs. Hughes &amp; Hough's Sales Rooms.

## General Memoranda.

MONDAY, December 9.—  
3 p.m.—Auction of Crown Land at the Public Works Department's Offices.TUESDAY, December 10.—  
11 a.m.—Auction of English Gold & Silver Jewellery at Messrs. Hughes & Hough's Sales Rooms.

5 p.m.—Auction of a Quantity of Toys, &amp;c., at Mr. Geo. P. Lamont's Sales Rooms.

WEDNESDAY, December 11.—  
2 p.m.—Bazaar at City Hall.

Goods per Pehawari not cleared at 4 p.m. on this date subject to rent.

Goods per Beauty undelivered after this date subject to rent.

Goods per Montgomeryshire undelivered after this date subject to rent.

Goods per York undelivered after this date subject to rent.

THURSDAY, December 12.—  
9 p.m.—Performance at City Hall.FRIDAY, December 13.—  
Goods per China undelivered after noon on this date subject to rent.WEDNESDAY, December 18.—  
3 p.m.—Auction of Household Property, at Messrs. Hughes & Hough's Sales Rooms.

The China Mail.

HONGKONG, FRIDAY, DECEMBER 6, 1907.

## CHINESE PROCESSIONS.

"The Chinese are fond of processions, and if funeral and wedding processions be included, have them more frequently than any other people." So wrote Dr. Williams many years ago. It is well known that the Chinese like a show, and like colour, and these occasions furnish opportunities for the gratifying of this natural taste.

In Canton these processions are often arranged by the members of a Guild, in honour of their patron saint, and very large sums are spent thereon by those in whose interests they have been arranged. It is difficult to get back to the origin of these shows, and the inquiries we have made leave us just as wise as we were before. Like many other things in China the origin of the procession habit must be left to the imagination of readers and observers; but we are safe in assuming that it had small beginnings, and that the processions became popular and more imposing as time passed, and therefore more attractive to the people. They are believed to be efficacious in bringing blessings to the people from the hands of the gods. In Canton they are generally associated with some temple, or with the birthday of some idol of patron saint, and therefore underneath all the excitement and external show there no doubt lurks the hope that in some way they will bring prosperity to those who have taken part in them and subscribed towards the large expenses incurred. The fact that these processions, in the neighbouring city at least, are in some way associated with religion and are supposed to be acceptable to the gods may be assumed from the appearance of the idol, in whose honour it has been arranged, being carried with burning incense before him in some conspicuous part of the procession. We have occasionally seen very large ones in Canton, and on one occasion remember one that seemed to us to be miles long. It is considered an honour to be asked to take a conspicuous place in processions and many of the gentry may be seen therein dressed in the very best attire, and booted, carrying flags and banners, which must be a weary toil; yet they do this in a blazing sun for many hours, and apparently are delighted to give their time and their strength to the work. For nothing else probably would they leave their quiet homes and submit to so much labour as is here implied, and their very presence suggests that there is honour attached to the position. Speaking generally, therefore, as far as we can ascertain, apart from these processions which are always associated with funerals and weddings, the Chinese indulge in this sort of thing because they are fond

of times of relaxation, and occasionally take it in this way, and partly because they believe that processions are pleasing to the gods, and that the gods will recompense those who so honour them by adding to their basket and their store. Buddhists especially foster such shows and at other times some

Guild will, in honour of their saint, spend their money in this way. It is not necessary for us to here refer to the kind of display that is so dear to the Chinese heart. Our readers will have observed this for themselves. It would seem that much of it is purely for histrionic purposes. Such effigies as they create and carry are certainly calculated to attract the attention of the bystanders, but no doubt if one could get at the history of the past, it would be found that some of these emblems have their origin in older legends but most of the spectators know little or nothing about them and probably are just as ignorant as foreigners themselves. It certainly must be admitted that the Chinese are very clever in these creations, and the way they arrange the items of the procession show that they have an eye for the artistic according to their lights. It is said that some of the tableaux vivants are only arranged and carried out at considerable pain and weariness of those who submit, during long hours, to unnatural positions as when maidens, or lads dressed in girls' clothes, sit on horses or in peculiar positions, and look at times almost as if they were seated in mid air. All this is of course intended to give attractiveness to the show, and at the same time to please the people, and perhaps the gods. When we revert to the procession in Hongkong, it is said that it has nothing at all to do with idols and is not intended in any way to induce the gods to bestow their riches upon those who have been liberal enough to give their money in their honour. It is arranged entirely in the interests of business, and with a view to having a big show, and so a little excitement and relaxation. Of course, the whole thing was suggested first of all by what went on in Macao. It is said that Mr. Ho Kom-tong first of all suggested it after witnessing what was arranged in Macao and hearing of the large influx of visitors, both Chinese and foreign who went over to see the fun. Idolatry pure and simple has comparatively little hold upon the Chinese in Hongkong, compared with what it seems to have on the same classes of people on the mainland, and it is quite likely that in the minds of the promoters here, little or no connection with the unseen is hoped for or expected. What went on in Macao was anticipated here in Hongkong, and as a large influx of Chinese will certainly bring with it money, and money which will be spent, it was thought that such an excitement will in the long run bring wealth into the Colony, and in this way benefit the Chinese shopkeepers. It may be noticed by the way, that much money will have to be spent on the procession can be carried through (it is said \$60,000). Each of the big Guilds arranges the collecting of funds from those who belong to the Guild. Thus, those who sell foreign manufactures will collect from the shops which deal in these commodities, and the heads of the Barbers' Guild will see that the various shops of this craft will give their share. In their way each party will be canvassed by those who know most about them, and, therefore, it will be less easy to plead poverty and show an unwillingness to subscribe. It is said that should there be a surplus over, after all the claims have been met, this surplus will be given to hospitals, presumably to the Tungwa institution, and those affiliated therewith, though whether the gifts will be confined to these native institutions we have not been able to ascertain. Generally speaking, therefore, we should say that this present procession has little or nothing to do with

idolatry; that its promoters think that it will in some way assist the trade of Hongkong, though of this many are doubtful, and that it will offer a season of excitement such as the Chinese love, and at the same time give a chance of a little relaxation to hard workers.

Those who possess shares in rubber estates will watch with interest the agitation which has been in progress for some time at Home for a change in the existing system of road construction. The coming of the motor has rendered life in certain parts of London and other great cities almost unendurable. As a natural result the value of properties in the affected quarters has considerably decreased. A proposal has now been made to use indiarubber for road construction. At present the price is prohibitive but the greater the demand the greater will be the production and supply of the commodity. This has been pointed out editorially by the "Times" which observes: "If rubber proves to be practicable for road construction the impetus given to its cultivation would have scarcely a parallel in the history of forestry." Also, it might be added, the fortunes made by those who secure rubber shares early would scarcely be paralleled in the history of finance.

## MISSIONARIES AT CANTON.

(From Our Correspondent.)

CANTON, December 4.

Canton is being visited by an unusual number of prominent missionary workers this year. Rev. R. J. Willingham, D.D., Corresponding Secretary of the Baptist Foreign Mission Board, and his wife are expected here next week. Hon. E. W. Stephens, LL.D., president of the Southern Baptist Convention, is expected here this month. Mr. D. L. Wishard, a prominent missionary worker, father of Mrs. A. A. Fulton, of the Presbyterian Mission, is expected to arrive before Christmas. The Laymen's Missionary Movement in America is causing many persons to come out to the East to get first-hand impressions of missionary work in these countries.

## THE ASIATIC QUESTION.

(From Our Correspondent.)

LONDON, November 4.

Not only is the Asiatic question affecting America and Canada, but the Transvaal offers to provide further trouble in this connection, this time clearly on the matter of British Indians. It is expected that Sir Henry Campbell-Bannerman will soon return to Downing Street, and the first meeting of the Cabinet since Parliament rose will be held. He is to be pressed before then to grant an interview to a committee of which Lord Ampthill is chairman, which has taken under its wing the interests of the British Indians in South Africa.

About 15,000 of these Indians have frequently declined to allow themselves to be registered under the new act, and they have therefore been threatened by Premier Botha that unless they register their finger prints by the end of the year they must be expelled from the Transvaal. Then their numerous stores would be closed and the trade would go to other men. Mr. Smuts, another Transvaal government leader, has plainly said that the Transvaal does not wish to have the Asiatics of any kind in the future.

On the other hand the Indians declare they stand on quite a different footing to Chinese or other non-British races, and as they are well organised over the whole of South Africa under able agitators, they are capable of making things awkward. I am informed that they number a quarter of a million in South Africa, of which nearly half are in the hot districts of Natal. Some are wealthy and they swear they will spend their wealth in demonstrating that Indians have rights under the British flag that must be respected. The question promises to be troublesome in South Africa and London alike.

Cholera has broken out at Camp Otoro, Mindanao, Philippine Islands. One soldier died and others were attacked.

The Saint Andrew's Society of Manila gave an elaborate ball at Wallace pavilion on November 30 in commemoration of Saint Andrew's Day.

If I were asked what I should substitute for the censor I should point out the satisfactory way in which the musicals are conducted under the London County Council.—Mr. Granville Barker, in "The Sketch."

Whatever they may say, most are attracted by the women who are the best dressed, and it is understandable that the more thought and care we put into our clothes the greater and surer is likely to be our success in business, in society, and in the marriage market.—"Lady's Pictorial."

PNEUMONIA.  
THIS is one of the most dangerous, and often fatal, diseases. It always results from cold, or an attack of influenza, or Chambord's Cough. Recovery quickly from these diseases and counteracts any tendency towards pneumonia. It is said especially for these and similar ailments. For sale by all chemists and storekeepers.

## THE HONGKONG WEEKLY.

The number of the HONGKONG WEEKLY which will be issued to-morrow morning will contain several sketches of features of the procession on Thursday. Naturally the dragons chiefly took the fancy of the artists but other features of the show were not neglected. The usual charity contributions on local sport will be read with interest and a short story, On Dit, topical articles on finance and current questions go to make up an attractive issue.

## AN AFTER DINNER FAD.

(From Our Correspondent.)

LONDON, November 4.

Just now there is a fad in society circles for after dinner wrestling among the men, and while Mr. Winston Churchill is among the black of East Africa, his younger brother, Mr. Jack Churchill, has sustained considerable injuries in consequence of a friendly bout after dinner with his step-father, Mr. Cornwallis West. This latest amusement has few such mishaps to its record, and it is popular because it affords healthy exertion for its devotees and exciting contests for the spectators.

## REVENGE OF BRIGANDS.

(A Town Set on Fire.)

On the night of the twenty-fifth of the Chinese month a band of robbers attacked the town of Lok Tsung, and effected a big robbery. This town is in the Shuntau district. The soldiers, however, heard what was going on, and, surrounding the place, waited at the narrow roads that led to and from the town, with a view to cut off the retreat of the robbers when they had finished their work and were departing. This is what happened. At first the brigands, when fire was opened upon them, were taken aback, and though they fought they could not get through. They then sought another way to escape, but in this they were baffled. They then separated into small bands, and, apparently, prepared for what they did, set fire to the town in several places at the same time, so that flames burst out simultaneously at different spots. The soldiers were thrown into confusion, and separated themselves in order to put in putting out the flames. This is what the robbers anticipated, and in the confusion they managed to effect their escape.

It is said that eight-tenths of the market town was burnt to the ground. The glare of the fire was so great that the fire engines in some parts of Fatshau were got out by the firemen, who saw the glare but did not know where the fire was. Of course when they ascertained the distance they could not go to render assistance, but the glare showed that the fire was big. As mentioned before, the brigands got off with their booty.

One does not know whether the flotilla of gunboats or the crews thereof are expected to do anything on land or not, but if something or somebody could effect an uprooting of these bands of robbers that, apparently, from the Chinese newspapers, are ever on the move, robbing, murdering, kidnapping and burning, they would indeed be savours to the Chinese, and, whatever the people in Canton may say, would, we suspect, be welcomed by those who are the frequent sufferers from these lawless men. Of course this robbery would take place in the delta, and probably would not be far from the river's banks. Probably, however, the bluejackets will not be allowed to land, as that would soon outside the task of patrolling the rivers in order to exterminate pirates properly so-called, though there is no doubt that the men who rob the towns to-day will be found robbing boats to-morrow.

## IN SEARCH OF THE SOUTH POLE.

(From Our Correspondent.)

LONDON, Nov. 4.

Lieutenant Shackleton, who has just left London in command of the Antarctic expedition which is to try to reach the South Pole with the aid of a motor car. The Lieutenant has gone out to New Zealand on the India, and at Wellington will take charge of the exploration vessel, the Nimrod, which left England about two months ago.

This is, by far the best expedition that has ever set out for the South Pole. Not only does the party take a motor car for transport but also a motor launch, and the finest arrangement of scientific instruments ever included in the baggage of an explorer. Thus if the wish of the King—that the Union Jack be presented to the expedition shall be the first to be planted at the South Pole—cannot be realized, at least the expedition can scarcely fail to bring back much scientific knowledge that will be of abundant value to those who enter the contest against Antarctic ice in the future.

## ILLNESS OF THE KING OF SWEDEN.

(London, December 4.)

The King of Sweden

## THE SOD TO TRADE.

## A DAMP PROCESSION.

## Bad Weather Spoils the Sport.

When the worthy Jove decides to put his finger in the terrestrial pie something like genuine mud is bound to eventuate. Yesterday his royal nibs tugged on the string for a north wind and at the same time tilted his celestial water can, and the result was mud. A dismal cold drizzle, rendered adjetively uncomfortable by the bleak wind, drove the procession out of action, spoilt the show in the evening and incidentally supplied the moisture necessary to convert the roadways into brown channels of slush. Rickshaw wheels and the patter of bare feet did the rest, and this morning the roadways presented anything but an inviting appearance for soft-respecting gold- and silver dragons, to say nothing of the paper peacocks, the rag phoenix, and the pasteboard fish, to venture upon.

There was actually no rain early this morning, but the sky was leaden and the wind was cold. The only brightness to be seen was that supplied by the bedecked processions who were out early in their multi-coloured silks, their spangles and their variously variegated accoutrements. They managed between them to knock the neutral tint of nature aside and splash the landscape with either than the proverbial purple patches, but all the same the drizzle was not to be beaten out of existence by brave competition, and between nine and ten o'clock it was coming down in full force. The multitudes who had made up their minds to enjoy themselves, however ventured forth with a show of good spirits, though it must be said the chilled appearance of most of them seemed to indicate an early capitulation unless the dragons became sufficiently vigorous to excite them into forgetfulness of personal discomforts.

Up till ten o'clock there was always the chance that the procession would not be attempted, though the constant appearance of the paraphernalia kept the lamp of hope flickering, and the thousands of Chinese in their padded winter garments were not so alert as on the first day of the procession. Then they rushed to given points to view the pageant—to-day they hovered about as if undecided whether to risk a dousing or stay looking at the attractions offered by the shop windows—and perhaps miss the blood moving convulsions of the Dragons. The thought of the Dragons touched the weak spot in the Chinaman's imagination and he was mostly rendered distraught by the doubtful uncertainty of the weather. If it would only rain—only be fine and settle the matter decisively he was prepared to enjoy himself—wet or dry. The uncertainty tore his spirits into fragments and left him a sort of irritable derelict on the ocean of indecision.

However this only lasted for a few hours. A gap occurred, in the drizzle, about ten o'clock and fragments of procession dribbled out westwards, and correspondingly the festive spirit of the mob increased. Crowds soon began to line the roadways, and sing out to the starting points, and when the boom of the great drums and gongs began to shake up the atmosphere a real carnival was given that the procession would be held.

As we were going to press the pageant was getting under way and whether it experiences any vicissitudes or not cannot be chronicled by us until to-morrow. Our Chinese staff, like any other Chinese staff in the colony, had the carnival spirit running high and consequently bolted for the streets before noon.

## Night Procession Spoilt.

As might have been expected there was no organised procession last night, owing to the drizzling rain which fell at intervals. There were no heavy showers, but a dense mist descended continuously, which now and then thickened until it formed light soaking rain. Still it was more than sufficient to put a dampener upon the pageant which had been arranged for the evening. How brilliant that pageant would have been indicated by the many illuminated designs which were seen at intervals during the evening. A shoal of fish were out in the wet—in their natural element, as one might imagine—but these fish were formed of beautifully and delicately marked and coloured rice paper, and this diaphanous material was not sufficient to withstand the wet, with the result that a large percentage of them were more or less damaged, some of them hopelessly beyond repair. Others seemed to have escaped and they made a brave show as they were taken through some of the streets, to the gratification of the thousands who were out sight-seeing.

## To-morrow's Route.

Starting about 11 a.m. from No. 2 Police Station to Praya East going up Arsenal Street to Queen's Road straight on to Clock Tower (stopping—all gongs—and drums when passing the Supreme Court) up Wyndham Street to Hollywood Road going up Shelley Street passing Staunton Street down Elgin Street to Hollywood Road passing Possession Street to Queen's Road turn in to Bonham Strand West turn out to Des Vaux Road West until Eastern Street turn out to Connaught Road turn in to Wing Lok Street passing Morrison Street to Queen's Road to No. 5 Police Station (Fire Brigade) going in Bonham Strand turn into Wing Lok Street.

The rain kept few people indoors, and the crowds in Chinatown were very dense. Round about Bonham Strand it was almost impossible to force a passage, particularly in the vicinity of the large arches which we mentioned yesterday. These structures seemed to have escaped damage by the rain, being of stronger construction than the fish, and as the lamps were shattered they burned brilliantly and shed a bright light on the gloom of the night.

The best good humour seemed to prevail in the crowd, despite the great crush and disturbances were practically non-existent. This was a good feature, which was also noticeable during the earlier parts of the day, and even later on when fickle fortune's

fated smile was averted and one naturally looked for disappointment, and possibly bad humour.

## A Few Facts.

A handbook, arranged and printed by the Sino-Company, gives some items relative to the Chinese procession which may be of interest.

According to the information supplied in this handbook the Park Guild stands forth most prominently in the subscription list. It is said that the part they take in the preparations will cost the Guild not less than \$30,000. Whether this sum is inclusive of that given for the general expenditure, or whether it will be devoted to the part of the procession for which the Guild holds itself responsible, does not appear. One item in the programme of this Guild is a variegated Dragon. According to the advertisement, this monster will be about 100 yards long, and 100 men will be told off to carry it, and to arrange the usual convulsions that are so pleasing to the Chinese crowd. In addition to the Dragon, the Guild has been responsible for the production of a variegated phoenix carriage which will hold ten ladies. It would not interest readers to go through the list of things that the Park Guild is responsible for, and in the production of which they have spent so much money.

The Fishmongers' Guild moves along the same lines, but only holds itself responsible for \$15,000. Its silvered Dragon is also about 100 yards long, but apparently is lighter than the other for it is to be carried by 116 men. Outside of Dragons, phoenixes, and sundry other mythological creations, such as, according to the statements of those who have prepared them, have not been seen for even half a thousand years, there are the usual gongs and drums, some of which have been brought to Hongkong from inland and from far-off places at that. These drums no doubt have some special merit. One thing however may be said; they all have a fine capacity for producing noise, and that at such sessions is one of the prime recreations.

There would appear to be some ground for the complaints of those who say that much of the money spent will go out of the Colony, for as one glances over the list of things that have been prepared, and that are to be seen, one discovers that most of them are made on the mainland, and, therefore, presumably, as they are not lent, a good deal of money will go to the towns and shops to pay for the making of these Dragons and phoenixes, and also for their transmission to and from Hongkong.

One is interested in seeing that one of the purposes which the promoters of the procession has in view, is the stirring up of the feelings of the people, and the wish to reform the manners of the age. A Society including many students, both male and female, has been formed, whose purpose is to enliven the occasion to remind the people that, among vices, opium smoking takes a foremost place, and it is hoped thereby that, those who have not yet given up the drug, may be led to think upon the matter and do so. It is true that this particular vice is not mentioned in the prospectus, but from all that I can hear this is one of the hopes of those who have promoted this carnival. The alleged purpose is "to rouse the age, and enthuse with a vigorous life the present time." This is a very laudable ambition.

The prepared handbook ends with a statement of the different fares, for the information of those who have come from the country, and are therefore ignorant of our rules here. Of course, on the mainland, there is generally the bargain to be made before anyone can ride in a sedan or sit in a boat, and the arrangement as to the price is often a matter of some time and much energy. Here they are told what to pay.

One is interested, however, in seeing that the visitors are assumed to ride in the new rickshas, for the fares quoted are the new rules that apply to them only. We see, moreover, that the fares allowed are somewhat liberal, that is to say, unless everybody rides in the new vehicle, he is asked to pay as much as the fares are in the revised scale. Certainly there seems to be a wish that the coolies shall make something out of the carnival, whether the shopkeepers are able to be so fortunate or not.

On the whole the handbook is of value both for the facts that it gives to those who are able to read it, and also in regard to the useful information proffered to strangers who come to Hongkong from the mainland. The introduction is meant to puzzle readers. By that we mean it is couched in such Chinese as the introduction to the Liu Sui is said to contain. It is certainly true that one might search widely in advertisements outside China and never find an introduction compared with this. One is with chrysanthemum blossoms, and prancing horses on the white snow from the first. Yesterday's experiences belie this vision.

The rain kept few people indoors, and the crowds in Chinatown were very dense. Round about Bonham Strand it was almost impossible to force a passage, particularly in the vicinity of the large arches which we mentioned yesterday. These structures seemed to have escaped damage by the rain, being of stronger construction than the fish, and as the lamps were shattered they burned brilliantly and shed a bright light on the gloom of the night.

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## HOME SPORTING.

## Our Special Letter.

LONDON, November 1.

RIFLE SHOOTING.—The most important international contest which has taken place for some time was the Empire rifle match decided at Sydney, early in the week. This was contested by teams representing Great Britain, Australia and New Zealand, the shooting being at 200, 500, 800, 900, 1000 yards, ten shots at each range. The result was a triumph for the Australians, who, at the end of the first day led with a score of 1103 points, as against 1077 by New Zealand and Great Britain. They maintained their advantage on the second day and won with a total of 2104, the New Zealanders scoring 2056 and Great Britain 2033, out of a possible 2400.

The shooting was a triumph for the Australians, who, at the end of the first day led with a score of 1103 points, as against 1077 by New Zealand and Great Britain.

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## Shipping.

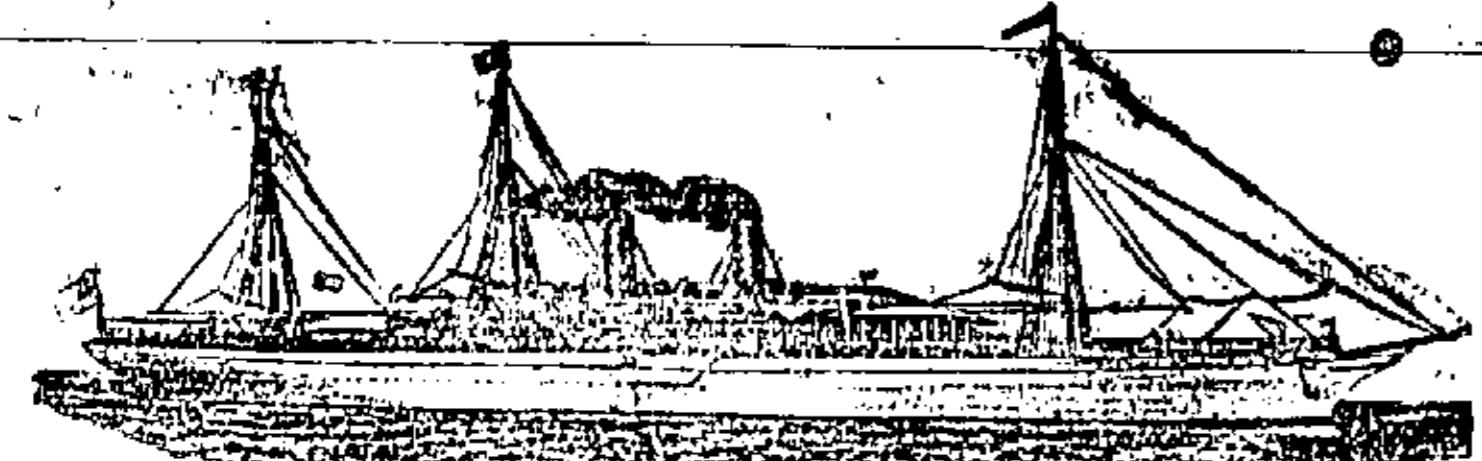
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES mentioned. STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE (NILE) ... About 7th Freight and Passage.  
AND YOKOHAMA ... Capt. E. P. MARTIN, R.N. 1st Decemb'r. Passage.  
DEHLI ... About 13th Freight and Passage.  
SHANGHAI ... Capt. J. D. ANDREWS, R.N. 1st December. Passage.  
LONDON, VIA USUAL PORTS (MALTA) ... Noon 14th See Special Advertisements.  
MARSEILLES, LONDON (SYRIA) ... About 18th Freight and Passage.  
AND ANTWERP ... Capt. D. C. GREGOR, R.N. 1st Decemb'r. Passage.  
F. A. HEWETT, Superintendent.

P. & O. S. N. Co., Office.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the PACIFIC in the 'EMPEROR LINE.' SAVING 5 to 10 DAYS OCEAN TRAVEL.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

Subject to Alteration.

R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER.  
EMPEROR OF CHINA ... 6000 TONS THURSDAY, Dec. 19, ... Jan. 6, 1908.  
EMPEROR OF INDIA ... 6000 TONS THURSDAY, Dec. 16, 1908 ... Feb. 3.  
MONTREAL ... 6162 TONS WEDNESDAY, Jan. 29, ... Feb. 22.  
EMPEROR OF JAPAN ... 6000 TONS THURSDAY, Feb. 13, ... Mar. 2.  
EMPEROR OF CHINA ... 6000 TONS THURSDAY, Mar. 12, ... Mar. 30.  
EMPEROR OF INDIA ... 6000 TONS THURSDAY, April 9, ... April 27.  
Intermediate Steamship MONTREAL at 12 Noon.

The Queen's route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPEROR' Steamships, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 99 1/2 days from Hongkong.

Hongkong to London, 1st Class, via St. Lawrence River Line or New York £71.10.

Intermediate Steamship MONTREAL at 12 Noon.

First-class rate to London includes cost of Meals and Berth in Sleeping Car, while crossing the American Continent.

R.M.S. MONTREAL carries INTERMEDIATE Passengers only at intermediate rates, offering superior accommodation for that class.

Passenger booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADOCK,  
General Traffic Agent for China.

COAST GUARD STREET AND PLATEAU, Opposite Blake Pier.

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS SAILING DATES.

MARSEILLES, LONDON AND ANTWERP, Via HITACHI MARU, Tons 6750 (WEDNESDAY, 11th Dec., at Daylight. Capt. Wm. Townsend.)

SINGAPORE, PENANG, COLOMBO AND PORT SAID. KANAGAWA MARU, Tons 6169 (WEDNESDAY, 26th Dec., at Daylight. Capt. N. Ohno.)

VICTORIA, B.C., AND SEATTLE, WASH., VIA SHANGHAI, MOJI, KOBE & YOKOHAMA. AKI MARU, TUESDAY, 10th Dec., at 10 p.m. Capt. M. Yagi, Tons 6444

SYDNEY AND MELBOURNE. YAWATA MARU, FRIDAY, 27th Dec., at Noon. Capt. K. Horita, Tons 3817

VIA MANILA, THURSDAY, 2nd Dec., at 10 p.m. DAY ISLAND TOWNS—NIKHO MARU, FRIDAY, 24th Dec., at 4 p.m. VILLE AND BRISBANE. Capt. T. Harrison, Tons 5539

SHANGHAI & KOBE. TUTOMI MARU, SUNDAY, 8th Dec., at Daylight. Capt. M. Winckler, Tons 3412

BOMBAY, VIA SINGAPORE, YEBOSHI MARU, FRIDAY, 13th Dec., at Daylight. PENANG, MADRAS AND COLOMBO. SADO MARU, SATURDAY, 14th Dec., at Daylight. Capt. Kon., Tons 4097

KOBE AND YOKOHAMA. SADO MARU, SATURDAY, 14th Dec., at Daylight. NAGASAKI, KOBE AND NIKE MARU, TUESDAY, 24th Dec., at Noon.

YOKOHAMA. T. KUSUMOTO, Manager.

13.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MNISTO.

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

S. To Sail  
MINISTO, Captain O. F. AUGUSTIN. THURSDAY, 16th January, 1908.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all with toilet), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe, and Nagasaki, without extra charge.

For convenience of cabin passengers, cabin tickets are interchangeable with regular tickets between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

## Shipping.

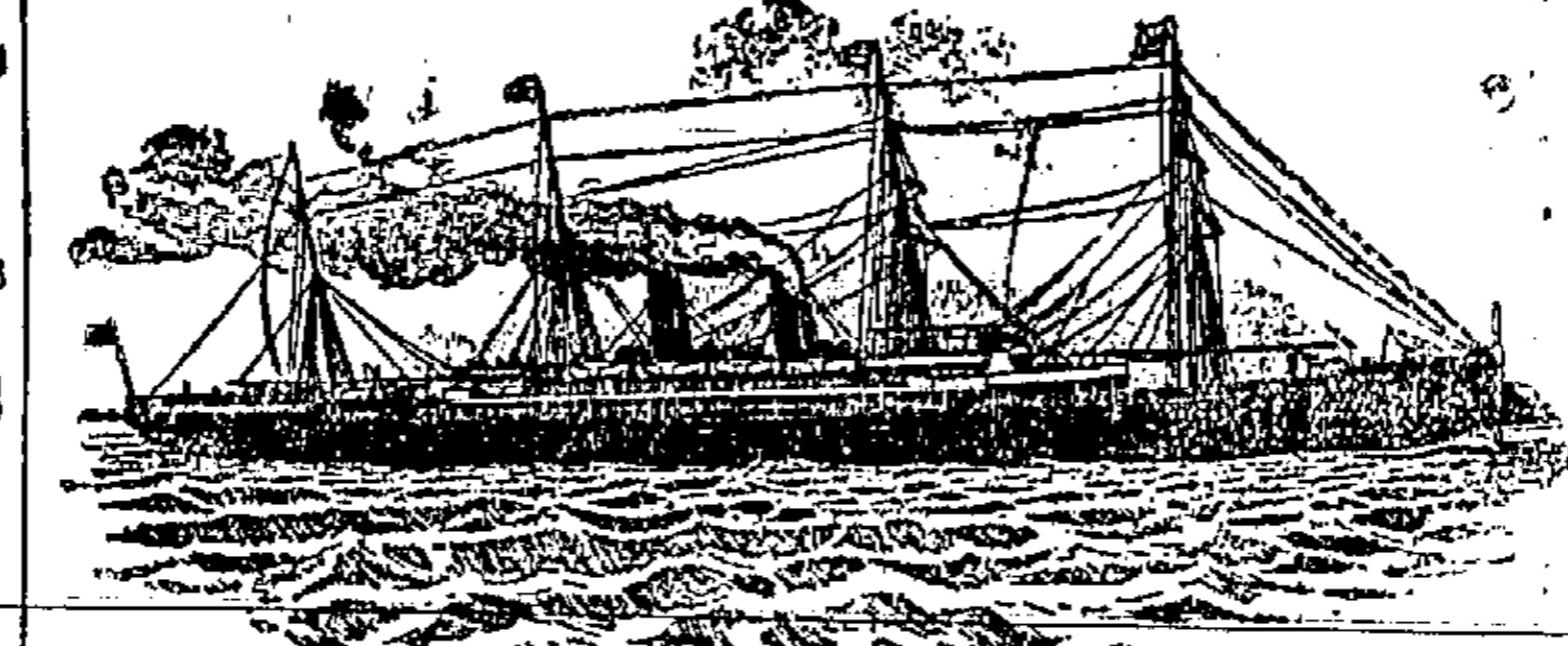
## PACIFIC MAIL S. S. CO.

OCCIDENTAL AND ORIENTAL S. S. CO.  
TOYO KISEN KAISHA.

## U. S. MAIL LINES.

## VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



## SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN Route across the PACIFIC, via HONOLULU, on Oahu, the most fertile and beautiful island of the PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS. SAILING DATES, 1907.

\* NIPPON MARU ... 11,000 Tons ... SATURDAY, 7th Dec., at Noon.  
\* ASIA ... 9,500 " " SATURDAY, 14th Dec., at Noon.  
\* MONGOLIA ... 27,000 " " TUESDAY, 24th Dec., at Noon.  
\* HOKKIO MARU ... 18,000 " " FRIDAY, 3rd Jan., at Noon, 1908.  
\* KOBE ... 18,000 " " SATURDAY, 18th Jan., at Noon.  
\* AMERICA MARU ... 11,000 " " FRIDAY, 24th Jan., at Noon.  
\* SIBERIA ... 18,000 " " SATURDAY, 1st Feb., at Noon.  
\* CHINA ... 19,200 " " SATURDAY, 8th Feb., at Noon.  
\* MANCHURIA ... 27,000 " " SATURDAY, 15th Feb., at Noon.  
\* Twin Screw.

## RECORD FAST TRIPS.

Yokohama to San Francisco, a.s. KOREA, 18,000 tons, September 16-27th 1905;

10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, a.s. SIBERIA, 18,000 tons, August 16th-20th, 1905;

4 days, 19 hours.

San Francisco to Yokohama, a.s. SIBERIA, calling at Midway Islands and Honolulu en route, August 16th-31st, 1905, 18 days, 18 hours.

Yokohama to San Francisco, a.s. SIBERIA, 18,000 tons, Oct. 12th to 23rd, 1905

10 days, 10 hours and 25 minutes.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlanta and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Damerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Compagnie, QUEEN'S BUILDING.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S. S. CO.

## SAILINGS FROM HONGKONG, THE INLAND SEA OF JAPAN, PORTLAND, OREGON, KEELUNG, MOJI, KOBE &amp; YOKOHAMA; FOR

## OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON.

NICOMEDIA ... 4372 P. WAGEMANN About Dec. 15.

ALESIA ... 5167 JOHN ERNST About Dec. 24.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LTD.

FOR SHANGHAI, KOREE AND YOKOHAMA.

THE Company's Steamship ARMAND BEHIC, Captain GEORGE, will be despatched for the above ports on or about MONDAY, the 9th December.

J. MILLET, Hongkong, December 2, 1907. 1011

For further Particulars, apply to

BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships

—Electric Light—Perfect Cabin—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

\* Taking Cargo and Passengers at through bills of lading to all Yangtze & Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australasia.

For Freight or Passage, apply to

SHewan, TOMEs & CO., General Managers.

For Freight or Passage, apply to

SHewan, TOMEs & CO., General Managers.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With LIBERTY to Call at the MALABAR COAST.)

THE Steamship SOHUVIKILL, Captain ANDERSON, will leave for the above places on SATURDAY, the 14th inst.

For Freight, etc., apply to

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, (Hotel Mansions).

Hongkong, October 25, 1907. 1704

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With LIBERTY to Call at the MALABAR COAST.)

THE Steamship S. A. A. C. (S. A. A. C. Co.), will leave for the above places on SATURDAY, the 14th inst.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, December 4, 1907. 1027

For Freight and further information, apply to

SHewan, TOMEs & CO., General Agents.

Hongkong, December 4, 1907. 1027

For Freight and further information, apply to

SHewan, TOMEs & CO., General Agents.

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For Freight and further information, apply to

SHewan, TOMEs & CO., General Agents.

Hongkong, December 4, 1907. 1027

For Freight and further information, apply to

## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON (Brindisi 2 days earlier)	Due at MARSEILLES (London) 1 day later)
TONS 1000	Neon Saturday	TONS 1000	Saturday, 1908
MALTA ..... 5000	Dec. 14	MOLDAVIA ..... 10000	Jan. 11
DELTA ..... 3000	Dec. 28	INDIA ..... 8000	Jan. 25
DELHI ..... 3000	Jan. 11, 1908	MONGOLIA ..... 10000	Feb. 8
ARCADIA ..... 7000	Jan. 25	VICTORIA ..... 7000	Feb. 22
PENINSULAR 5300	Feb. 8	MACEDONIA ..... 10500	Mar. 7
DEVANHA ..... 8000	Feb. 22	BRITANNIA ..... 7000	Mar. 21
DELTA ..... 3000	Mar. 7	MOLTAAN ..... 10000	April 4
MARMORA ..... 10500	Mar. 21	(through steamer 1) April 18	April 25
DELHI ..... 3000	April 4	MOLDAVIA ..... 10000	May 2
MALTA ..... 3000	April 18	HIMALAYA ..... 7000	May 16
DEVANHA ..... 3000	May 2	MONGOLIA ..... 10000	June 30
OCEANA ..... 7000	May 16	INDIA ..... 8000	June 14

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.

4 accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSPORT) STEAMERS

WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG	Due at LONDON
TONNAGE	about	about
SYRIA ..... 7000	Dec. 18	Feb. (1908) 3
NYANZA ..... 7000	Jan. (1908) 1	Feb. 2
NILE ..... 7000	15	March 16
SUNDA ..... 4700	29	March 30
PALAWAN ..... 4700	12	March 30
NUBIA ..... 6000	11	April 27
BORNEO ..... 4800	8	May 25
NORE ..... 7000	6	June 22
SUDIATBA ..... 4800	3	July 20

These Steamers call also at Singapore, Penang, Colombo, and at Malta o.

\*Carry 1st and 2nd Saloon Passengers. + Carry only First Saloon Passengers.

For further particulars, apply to E. A. HEWETT, Superintendent.

8221

## OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

For LEAVING TAMSUI, Via SWATOW } SUNDAY, 8th AND AMOY. } Dec. at 9 a.m.

+ SHOSHU MARU, { SHANGHAI, Via SWATOW, } TUESDAY, 10th AMOY AND FOOCHOW. } Dec. at 8 a.m.

\* FUKUSHU MARU, { ANPING, Via SWATOW, } WEDNESDAY, 11th AMOY AND TAKAO. } Dec. at Daylight.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unvealed Table.

+ Taking cargo on through Bills of Lading to all Yangtze &amp; Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

195

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	To Sd.
* TREMONT ..... 9606	T. W. Garlick .....	10th December, 1908	
+ SUVER ..... 6233	W. Shotton .....	4th January, 1909	
+ KUMERIC ..... 6232	Cowley .....	23rd January, 1909	
* SHAWMUT ..... 9606	E. V. Roberts .....	21st February, 1909	

\* Cargo only. —\* Passenger accommodation.

CHEAP FARES! EXCELLENT ACCOMMODATION! ATTENDANCE AND CUISINE! ELECTRIC LIGHT, MOTOR AND STEWARDESS.

\* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to Dodwell &amp; Co., Limited, QUEN'S BUILDINGS.

GENERAL AGENTS.

1908

GENERAL AGENTS.

